

JONES & TAYLOR,
Stevedores and Contractors.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON
DODWELL & CO., LIMITED
General Managers.

NEW SERIES No. 1329. 日六月八日五十二緒光 SATURDAY, SEPTEMBER 30, 1899. 大拜禮 號十三月九英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID UP) Yen 12,000,000
RESERVE FUND 7,300,000

Head Office—YOKOHAMA.

Branches and Agencies.

KOBE.

NAGASAKI.

LONDON.

NEW YORK.

HONOLULU.

BOMBAY.

TIENTSIN.

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LTD.

PARIS BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

2 " 2 "

1 " 1 "

S. CHOU, Agent.

Hongkong, 1st August, 1899. [138]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON.

HANKOW.

CHEFOO.

PEKING.

CHINKiang.

SWATOW.

FOOCHOW.

TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sends Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 1/2% per Annum Fixed Deposits for 3 months.

4 1/2% " " 6 "

5 1/2% " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [123]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000

Paid up Capital £321,374

HEAD OFFICE—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq.

Chow Tung Shang, Esq. | Kwan Ho Chuen, Esq.

D. Gillies, Esq. | J. T. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 30th May, 1899. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

5 " 6 "

6 " 8 "

7 " 10 "

8 " 12 "

9 " 14 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$11,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

R. M. GRAY, Esq., Chairman.

N. A. SIERS, Esq., Deputy Chairman.

E. Goetz, Esq.

A. Haupt, Esq. | A. J. Raymond, Esq.

R. H. Hill, Esq. | P. Sachse, Esq.

The Hon. J. J. Keswick, Esq.

A. McConachie, Esq. | R. Shewell, Esq.

Chief Manager:

Hongkong—Sir THOMAS JACKSON,

Manager:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 19th August, 1899. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [10]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN	Robert	S. de B. Lockyer, R. N. R. Daylight, 1st Oct.	Freight or Passage.
JAPAN, &c. &c. Shanghai	T. C. Lyon, R. N. R.	About 6th Oct.	Freight or Passage.
SHANGHAI	F. J. Fox	About 5th Oct.	Freight only.
LONDON	W. H. Haughton, R. N. R.	About 24th Oct.	Freight only.
SHANGHAI	E. Street	About 13th Oct.	Freight or Passage.
LONDON, &c. Coromandel	F. W. Vibert, R. N. R.	14th Oct.	Freight or Passage.
LONDON	J. J. J. ...	G. W. Gordon, R. N. R.	About 2nd Nov.
			Freight or Passage.
			Passing through the Island Sea. (See Special Advertisement.)
			1st MARSHALLES. 8 1/2 SHANGHAI.
			For Further Particulars apply to H. A. RITCHIE, Superintendent.
			Hongkong, 30th September, 1899. [14]

Intimation.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, as common in this evocative climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs, which are so frequently brought to our notice in the Far East. A cup of

BOVRIL

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World.

Used by all the Principal Hospitals.

Supplied to British and Foreign Governments, and

Sold by over 150,000 Customers throughout the United Kingdom alone.

And also in Every Civilised Country in the World.

AGENTS FOR CHINA:

Watkins, Limited.

Insurances.

ANNOUNCEMENT.

AGENCY DEPARTMENT

NEW YORK LIFE INSURANCE CO.

JOHN A. McCALL, President.

At the close of business May 31st, 1899, the total amount of insurance in force on our books is

£205,972,233

OR

GOLD \$1,029,861,165

INSURING

404,558 POLICIES.

This includes only policies on which premiums have been collected, and does NOT include ANY business in process of completion.

The New York Life Insurance Company is the first company in the world to reach ONE THOUSAND MILLIONS in force; and is, therefore to-day, the largest life insurance company in the world.

This announcement is made for the information of policy holders and the insuring public, as evidence of the Company's prosperity and success.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel will receive prompt attention.

ARNHOLD, KARBERG & CO., and BIRLEY DALRYMPLE & CO., Agents, Hongkong.

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To-day's
Advertisements.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

M. GEO. P. LAMMERT has been
instructed to sell by
PUBLIC AUCTION
ON
THURSDAY, the 16th day of October, 1899.
At his Offices, Duddel Street,
THE FOLLOWING VERY VALUABLE
PROPERTIES,
IN FIVE LOTS.

LOT 1.—ALL THAT PIECE OF LAND
Registered in the Land Office as INLAND
LOT No. 597. This Property Contains an
Area of 3,162 square feet and is held for the
residue of a term of 999 years from the 23rd of
June, 1859, and is Subject to an Annual Crown
Rent of \$35.16.

LOT 2.—ALL THAT PIECE OF LAND
Registered in the Land Office as INLAND
LOT No. 511. This Property Contains an
Area of 2,795 square feet and is held for the
residue of a term of 999 years from the 21st of
July, 1856, and is Subject to an Annual Crown
Rent of \$4.42.

LOT 3.—ALL THAT PIECE OF LAND
Registered in the Land Office as the RE-
MAINING PORTION of INLAND LOT
No. 629. This Property Contains an area of
3,150 square feet and is held for the residue of a term of 999 years from the 26th of December,
1860, and is Subject to an Annual Crown
Rent of \$1.64.

LOT 4.—ALL THAT PIECE OF LAND
Registered in the Land Office as SECTION A
of INLAND LOT No. 399. This Property
Contains an Area of 3,835 square feet and is held for the
residue of a term of 73 years from the 5th of May, 1847, and is Subject to an Annual
Proportion of Crown Rent of \$4.04.

LOT 5.—ALL THOSE PIECES OF
LAND Registered in the Land Office as
SECTIONS J and L of MARINE LOT No.
4. The above Section Contains Areas of 561
square feet and 538 square feet respectively
and are held for the residue of a term of 999
years from the 21st of December, 1860, and are
respectively Subject to Annual Proportions of
Crown Rent of \$6.26 and \$6.16.

For further Particulars and Conditions of
Sale, apply to

THE AUCTIONEER,

or to
MESSRS. DEACON & HASTINGS,
Vendor's Solicitors:

Hongkong, 30th September, 1899. [1246a]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the HONGKONG
VOLUNTEERS will fire from 7-pounds
R.M.L. and Machine Guns from the road below
North Point Battery in a Northern direction
over a sea range from 2 P.M. to 6 P.M.
on SATURDAY, the 7th October.

All ships, junks and other vessels are ca-
tioned to keep clear of the range.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 3d September, 1899. [1249a]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies.)

STEAM FOR

SINGAPORE, PENANG AND BOMBAY,
Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO
VENEZIA and TRIESTE, all MEDITER-
ANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENCIA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain Mangarini, will be despatched as above
on MONDAY, the 2d October, at Noon.

At BOMBAY, the steamer is discharg-
ing in VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 30th September, 1899. [1245a]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain Cobham, will be despatched for the
above Port, on MONDAY, the 2d October,

at 5 P.M.

This steamer has Superior Accommodation for
Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOME'S & Co.,
General Managers.

Hongkong, 30th September, 1899. [1220a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI AND KORE.

THE Company's Steamship

"TSINAN,"

Captain Andersen, will be despatched as above
on MONDAY, the 2d October.

The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th September, 1899. [1200a]

FOR MANILA.

Taking Cargo at through Rates for ILILO.

THE Steamship

"SALVADORA,"

Captain Goitolesio, will be despatched as above
on WEDNESDAY, the 4th October, at Noon.

For Freight or Passage, apply to

BRANDAO & Co.,
Agents.

Hongkong, 30th September, 1899. [1248a]

SHEWAN TOME'S & CO. "NEW YORK"
LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE New Steamship

"PING SUEY,"

Captain C. de La Perelle, will be despatched for the
above Port, on SATURDAY, the 7th October.

For Freight, apply to

SHEWAN, TOME'S & Co.,
Agents.

Hongkong, 30th September, 1899. [1202a]

To-day's
Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the
above Ports, on TUESDAY, the 3d October, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co.,
General Managers,

Hongkong, 30th September, 1899. [1243a]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rose, R.N.R., will be despatched as
above on WEDNESDAY, the 4th October, at 4 P.M.

This Steamer has Superior Accommodation for
First Class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers,

Hongkong, 30th September, 1899. [1244a]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRaits, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN
PORTS, PLUMMOUTH and LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"CORONADEL,"

Captain F. W. Vibert, R.N.R., carrying Her
Majesty's Mail, will be despatched from this

BOMBAY, &c., on SATURDAY, the 11th
October, at Noon, taking Passengers and Cargo
for the above Ports.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent,

Hongkong, 30th September, 1899. [1249a]

INCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIS."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Countersignature, and to
take immediate delivery of their Goods from
aboard.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 30th September, 1899. [1249a]

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have this Day been
removed to NO. 60, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.

ETH. F. SKERTCHILLY,
Manager.

Hongkong, 1st May, 1899. [1245a]

Entimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

Per Doz.

A.—Hennessy's Old Pale, Red
Capsule - - - - - \$18

B.—Superior Very Old Cognac
Rod Capsule - - - - - \$21

C.—Very Old Liqueur Cognac \$24

V.O.—D.—Hennessy's Finest
Very Old Liqueur Cognac, 1872
Vintage, Red
Capsule - - - - - \$36

V.V.O.—E.—Finest Very Old
Liqueur Cognac, 1862
Vintage - - - - - \$48

All our Brandy is guaranteed to
be pure Cognac, the differences in
price being merely a question of age
and vintage.

Smaller quantities and sample
bottles will be supplied at propor-
tional wholesale rates.

We guarantee our Wines and Spirits

to be genuine only when bought

direct from us in the Colony or from

our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 30, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, September 28th.

The Orange Free State has
unanimously instructed the Government to do
its utmost to ensure peace, without sacrificing
the honour and independence of the Republics.
It declares war to be criminal, but that the
Orange Free State must in any case faithfully
fulfil its obligations to the Transvaal.

CAPTAIN Owen Thomas, recently in the service
of the Scottish Oriental s.s. Co., is now on his
way over to Manila with two launches (the
Amanda and *Scatella*) for the American Govern-
ment.

Captain A. M. Raymond, who recently
put up a record between Hongkong and Manila,
with a launch belonging to W. Robinson, the
well-known Manila stevedore and storekeeper.

The *Powerful* finished her coaling operations
at seven o'clock last night, says the *Straits
Times* of the 23rd September. This morning,
however, the Tanjong Pagar Dock Co. received an
order to supply the cruiser with a further
800 tons of coal, and it will be put on board in
the course of the day. There is a rumour that
this has been done in consequence of orders
having been received

NEWS FROM THE PHILIPPINES.

[From Manila Times of 23rd September.]

A TRAIN ATTACKED.

DESPERATE FIGHT OF LOWE AND HIS MEN.

The engineer, fireman and conductor of the Angeles train which was attacked one and half miles this side of Angeles yesterday, as was reported in last night's issue, were not taken prisoners as rumoured, nor in fact was anyone captured by the enemy. Two of our men were killed outright, and five wounded, one of whom died from his injury before he reached San Fernando.

Engine No. 34, with the crew of the wrecked train were brought into Manila last night, and the locomotive was fairly riddled with bullets, through the smokestack and cab. Engineer D. E. Davis told the following story in a *Times* reporter:

"We had left San Fernando at the usual time in the morning with twelve cars loaded with commissaries and some passengers for Angeles. Among the passengers, who were chiefly soldiers returning to their commands, was Lieut. Lowe with four of his scouts, and Captain Perry of the Quarter-master Department. Lowe's men were the only ones aboard who were armed with rifles, though there were a number of revolvers among the crew and passengers. It was by the indomitable bravery and desperate fighting of the scouts that we escaped with our lives.

"It was about 9 o'clock, and everything was going nicely until we struck the first curve this side of Angeles, about four miles from the town, and I had just opened the throttle, when Fireman Whitefeather was the first to notice the front car rise from the track.

"You see," he explained, "we always attach the engine to the rear of the train, which is pushed instead of pulled over the road. Whitefeather shouted out that a car was leaving the track, and I looked up in time to see both the first and second cars rise up. The brakeman quickly started to shut down the brake. Almost simultaneously the east side of the track seemed to swarm with insurgents, not twenty feet away. They arose from the long grass and brush alongside the track and opened fire on us. I could see as many as 20 or 25, though there were many more than that. I opened fire with my revolver and fired two or three shots, the first of which took effect, and then the fireman and I jumped and made for shelter in the cane brakes, as did everybody else who was unarmed. In the meantime six cars had become ditched and were lying on their side—two passenger and one box car. This was caused by an explosion. The track had been undermined, as we afterwards found. The two first cars, consisting of the caboose and a flat-car with two artillery caissons on it, had hung to the rails and jumped the hollowed part of the track. From this we think that they must have set their fuse a little too late.

"As soon as the armed scouts could get out of the train Lieut. Lowe gave the command, coolly, 'Load! Ready! Aim! Fire!' and a well directed volley was poured into the insurgents, who were peppering the train vigorously, and followed this with the command to fire at will. By this time it was nearly hand-to-hand conflict, and our men were keeping their rifles hot. Three or four Filipinos were shot down right by the side of the train, and some even inside the cars. One insurgent entered a car, and Harry Zimmerman, a hospital corps man, who for some reason had failed to leave the train, was killed by a bullet. He was cut in the head, and pierced through the heart. From where I lay in the grass I saw one of Lowe's men shoot the 'gugu' in the act, and he fell back, leaving his bullet sticking in his victim's body. I also saw another insurgent fall, shot down just as he was entering a car.

who struck the fatal blow that killed Ortiz and was Camacho, who grabbed the dying detective's revolver and ran away with it.

Furthermore Villon states that Camacho was the ringleader of the robbers who committed the robbery in the house of the wealthy Filipino woman Engracia de los Angeles in Pandacan.

THE SPANISH PRISONERS.

The Spanish commission has made application to General Orosi for permission to send the Spanish steamer *P. Satrustegus* to Dagupan for the purpose of taking on board the Spanish prisoners now awaiting transportation to Spain. The *P. Satrustegus* is a mail steamer scheduled to sail to-day; however, its departure has been delayed 48 hours with the expectation that the Governor General will see fit to allow it to proceed to Dagupan or any other insurgent port that Aquinaldo's emissaries may decide upon. There is a great deal of anxiety among the members of the commission as to what the Governor's answer to their application may be.

Dr. Ravanio, who arrived in this city from Lipa during the former part of the week, has reported to General Jaramillo that the insurgents are out of medicine and if a man is taken sick he cannot hope for medicinal treatment. Dr. Ravanio was here among the insurgents for nearly sixteen months and during this time has seen constant service in their hospitals. In the hospital at Lipa fifty Spanish officers and soldiers are sick. Though they are sick in the hospital that does not signify that they receive any attendance or care. Dr. Ravanio made application by letter to Aquinaldo for a pass that would take him through the insurgent lines. Aquinaldo granted his request, hence Dr. Ravanio is once more in the realms of civilization. A few of the Spanish soldiers fare better than their companions because they have found an opportunity to work in the household of insurgent officers.

In regard to the American prisoners Gen. Jaramillo stated that he was in receipt of information to the effect that they were receiving fairly good treatment, much better than that given to the Spanish ones. A Spanish wife of a Spanish sympathetic has started over Spain for the sad condition of her sons, slowly starving and dying from neglect in the heart of Luzon, and the reception the emaciated prisoners will receive when they reach their own country will be that will make the whole world glad. The Spaniards know how to appreciate who who have been martyred to their country's cause.

BY YESTERDAY'S MAIL.

We call the following from exchanges of dates August 26th to September 1st:

A Brave Railway Guard.

An exciting scene occurred at Whitechurch station last night. An elderly lady attempted to leave the train while it was in motion. The guard, Felton by name, tried to prevent her, but the lady, who wanted to get to her daughter, who had failed to get into the train, persisted, and fell over the guard on the platform. With great presence of mind Felton, who was clinging with both hands to the top board, his feet being on the lower board, pushed her away with one foot. But for this she must have fallen underneath the train. Felton clinging to the footboard until the train stopped; his escape was marvelous.

Crystal Palace Meeting.

Mr. A. Biggs presided at the meeting of the Crystal Palace Company, held at the Cannon-street Hotel, and in moving the adoption of the report said the revenue showed satisfactory signs of expansion, having increased by some £6000. The expenses, however, had been proportionately heavy, as they had been doing their best to revive the best traditions of the Palace as a place of amusement. The net result was a balance of close to £8,000, which enabled them to pay the First and Second Debenture interest and carry forward £1,000 to the next account. The paid admissions during the whole year had increased by 35,000 persons and this had continued during July and August at a still greater rate. As for the Sunday concerts, he might say that for the whole idea had been altogether unsatisfactory. Mr. E. Schenck seconded the adoption of the report, which was carried.

OUR NEAREST PORT TO THE TRANSVAAL.

Durban, the seaport of Natal, is the nearest British port to the Transvaal, being 483 miles by rail from Johannesburg, a journey which occupies twenty-seven hours; Pretoria is two hours farther on. From Durban to the Boer border is a distance of 304 miles. Durban has a landlocked harbour which could easily accommodate the whole British navy, and the bar has an average depth on it at low water of over 20 ft., so that it is easily accessible to the Union and Cunard intermediate steamers, some of which have been chartered as transports. There is excellent wharfage accommodation, and there is a large supply of hydraulic cranes capable of discharging over 1,000 tons per day. Railways are laid on the quays, consequently warlike stores can be discharged from the ship's hold direct into the trucks en route to the border. The line of rail from Durban to the Boer border is only a single one at present, but the railway engines employed can draw 80 tons of freight up a gradient of 1 in 30. From Durban the lines of rail run to Pietermaritzburg, the capital, and on through Ladysmith, thence to Newcastle, which is the centre of a rich coal-bearing area, and was General Colley's base in the Boer war of 1881.

The troops at San Fernando heard the firing and turned out in skirmish line around the town. The first aid came from Calcutta. As soon as the fighting ceased the engineer ran the engine and detached cars down to that place, and twenty minutes after the fight two companies of infantry were on the scene to guard against further attack and when the regular train had reached San Fernando it was promptly dispatched to render what aid it could to the wreck.

As soon as Lieut. Haish received news of the accident he posted to the front and was soon on the scene giving personal directions. Nothing was done until this morning with the detached cars, one of which is 'on its back,' and work is being pushed to clear and repair the track.

It is thought by many that the rebels expected a paymaster on the train with money for the troops and this was the object of the attack. They were regular Ellington soldiers and were not ladrone, as they were the full insurgent uniform.

The wounded men and the bodies of the dead were brought on the train last night with a number of sick for the hospital.

The whole thing savours of an early day stage coach held up by North American Indians, so quick and fierce was the onslaught, and the men cannot be commended too highly for their grittiness.

VILLON TURNS STATES EVIDENCE.

MURDER MYSTERY UNRAVELLED.

Filipino Villon, alias Menong, bandit, captured by Capt. Lara some time ago, has made a declaration against Pedro Camacho, alias Bunganga, that bears up one of the most complicated murder-mysteries that ever baffled the police of Manila. In his statement Villon asserted that Camacho is the murderer of Gabino Ortiz, the secret service man who was killed during the former part of July on Calle Anyahan, and that he, Camacho, knows the whereabouts of Lieut. Trowbridge's revolver, which was carried by Ortiz when he tried to capture the murderers of Dr. Nield and lost his life in the attempt.

Ortiz was attacked by a mob of Filipinos on Calle Anyahan. This incident has already been mentioned in this paper as a part of Villon's story after he was arrested by Capt. Lara. But now Villon has made an additional statement to the effect that it was Camacho

who struck the fatal blow that killed Ortiz and was Camacho, who grabbed the dying detective's revolver and ran away with it.

Furthermore Villon states that Camacho was the ringleader of the robbers who committed the robbery in the house of the wealthy Filipino woman Engracia de los Angeles in Pandacan.

THE SPANISH PRISONERS.

The Spanish commission has made application to General Orosi for permission to send the Spanish steamer *P. Satrustegus* to Dagupan for the purpose of taking on board the Spanish prisoners now awaiting transportation to Spain.

The *P. Satrustegus* is a mail steamer scheduled to sail to-day; however, its departure has been delayed 48 hours with the expectation that the Governor General will see fit to allow it to proceed to Dagupan or any other insurgent port that Aquinaldo's emissaries may decide upon.

There is a great deal of anxiety among the members of the commission as to what the Governor's answer to their application may be.

The Methodists are the largest Protestant community in the world, and their 40,000 ministers preach to probably 20,000,000 persons every Sunday. Assuming that each copy of the printed sermons is read by two persons, it would take all the Methodist ministers in the world thirty years to reach, by their Sunday sermons, as vast a congregation as Mr. Spurgeon's.

Such illustrations might be multiplied indefinitely, but one more will suffice.

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British Hops.

ONE OF THE SOUNDEST CROPS EVER SECURED.

Messrs. W. H. and H. Le May, in their annual report on the hop crop, refer to their compilation of the circular as "a very pleasing study this year." It will only be a short report, and might even be confined to two words—"All's well," for that is the conclusion we have come to after our usual exhaustive examination of the hop grounds of England, and there is no doubt that there is now hanging on the poles one of the soundest crops of hops the brewers have ever had the chance of securing. It is not necessary this year to pick out any special district, either to condemn or praise, for in all districts the hops are well grown and are maturing grandly. Fortunate, indeed, are the brewers in having such a beautiful crop before them, for never in the history of the hop trade have the stocks all over the world been so small as they are to-day. Consumers have just escaped by a hair's breadth from prices, for if this crop had failed very high prices would have ruled.

The great increase in the consumption of beer all the world over must have lightened the crops in consumers' hands far beyond their expectations. Consequently most brewers are anxiously awaiting the arrival of the new crop, and the demand should prove quite equal to the supply, and growers should be able to secure good remunerative prices. Growers are advised to be most careful in picking and drying. The splendid quality they have to deal with this year warrants more than usual care and attention, for like a grand vintage wine, it will be bought up by those brewers who are connoisseurs of hops to stow away against possible years of inferior crops.

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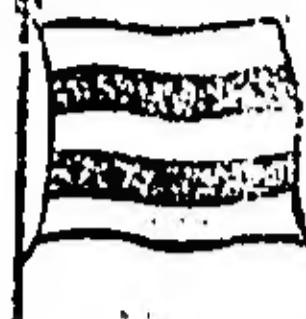
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Estimations.

NIIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HIROSHIMA MARU	TO BOMBAY, VIA SINGAPORE and TULSIAN.	3rd October, at Noon.
S. Yoshizawa	COLOMBO.	

STEAMERS	DESTINATIONS	SAILING DATES
SADO MARU	MARSEILLES, LONDON, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID.	6th October, at Noon.
W. Thompson	ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID.	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c. apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 26th September, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

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&c. &c. &c.

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UNTOUCHED BY HAND.

MELLIN'S

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FOR INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

HONGKONG CANTON AND MACAO STEAMBOAT CO. LIMITED.

PROCESSION OF OUR LADY OF ROZARIO.

SPECIALE CHEAP EXCURSION TO MACAO.

WEATHER permitting and sufficient inducement offering, the Steamer "HONAM" will leave for MACAO, TOMORROW, the 1st October, at 9 A.M., and on the Return Trip will leave Macao at 10 P.M.

The Procession of Our Lady of ROZARIO is announced to take place in the Afternoon.

SPECIAL EXCURSION FARE \$2.50 Return.

No Single or Second Class Fares.

No Meals supplied on Board.

Chinese Servants 50 cents each Way.

Bicycles 30 cents each.

TICKETS may be purchased at the COMPANY'S OFFICE or on Board the Steamer before she leaves.

T. ARNOLD, Secretary.

30th September, 1899.

CHINESE IMPERIAL GOVERNMENT 7 PER CENT SILVER LOAN

OF 1886, E.

26TH HALF-YEARLY DRAWING.

INTEREST due and DRAWN BONDS OF

THIS LOAN will be PAYABLE at the OFFICES of the CORPORATION on and after the 30th September, 1899.

Lists of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

Agents issuing the Loan.

T. JACKSON, Chief Manager.

Hongkong, 29th September, 1899.

12428 HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL

MEETING of the Members of the Club will be held at the CLUB HOUSE, on

TUESDAY, the 3rd October, 1899, at 5 P.M.,

for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 25th September, 1899.

1227a THE POPULAR DINING ROOMS,

18, PRAYA CENTRAL,

(Near Hongkong Hotel).

WILL OPEN shortly. Good Home Cook-

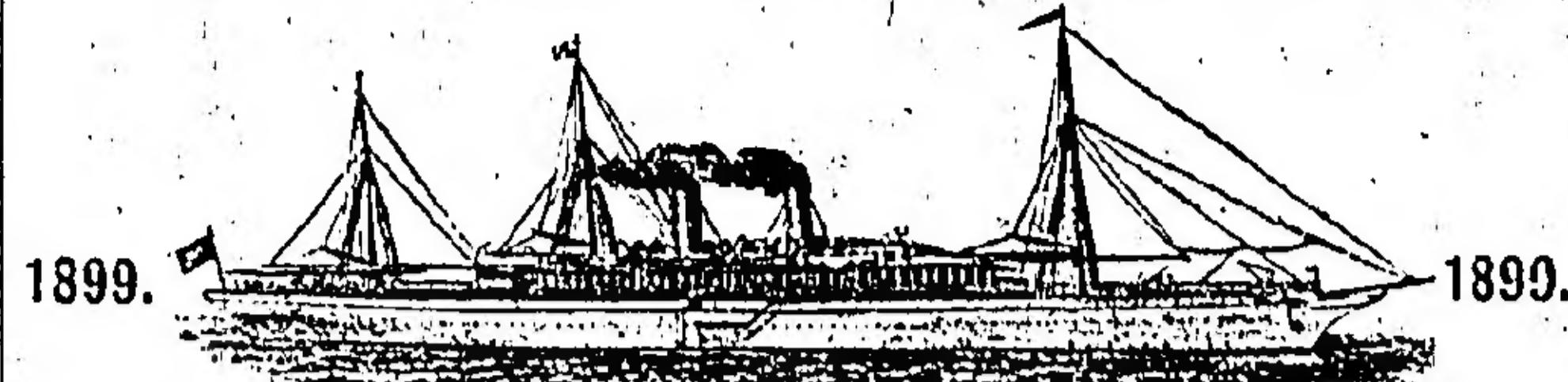
ing and Meals at all hours.

Hongkong, 23rd September, 1899.

1211a

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1899. 1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd Oct., 1899.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

EMPEROR OF JAPAN, Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA, B.C., in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Quebec, the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan, Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIP, second to none in the World, the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information Maps, Guide Books, Rates of Passage, &c. apply to

Hongkong, 27th September, 1899. D. E. BROWN, General Agent, 13, Praya Central.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

City of Tokio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

T. STEAMSHIP

"NIPON MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 10th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th Dec., at Noon.

Also FOR VICTORIA, B.C., AND, TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of Dublin (3,828) J. R. Rae, Oct. 14.

Brunswick (3,507) R. Preble, Oct. 28.

Queens Adelide (2,832) F. McNair, Nov. 18.

Saint Helena (3,877) W. Attree, Dec. 9.

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Also FOR PORTLAND, OREGON,

IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire (2,874) W. A. Evans, Oct. 7.

Abberdene (3,777) J. Murray, Nov. 11.

Monmouthshire (2,874) W. A. Evans, Dec. 23.

Alongfitter (3,777) J. Murray, Jan. 27.

The attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ladies, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £4.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY; also the RAILROADS of the United States and Europe.

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(Published by Arrangement.)

THE WARNING.

MRS. ERABAZON.

[CONTINUED]

Nine o'clock had just struck, the breakfast bell was ringing, and Sir Fergus McGrath was standing at the foot of the table waiting to see if any other member of his family intended to come down to prayers. Lady McGrath was present, and had made the tea; Sir Fergus's nephew, Carroll O'Callaghan, had appeared just two minutes before the clang of the breakfast bell, and simultaneously with him, his pretty cousin Clare McGrath (Sir Fergus's brother's orphaned daughter), and then, quickly followed by the cook and the trim maids (for one of Sir Fergus's queer idiosyncrasies was to have no men servants about the house), appeared my humble self—Beatrice O'Brien—my sweet Clare's old schoolfellow and friend. Notwithstanding my Irish birth and name, this was my first visit to the "auld country" and to Clare's sweet loved home.

I had come at Clare's invitation. Arrived at Kingston, and feeling convinced from my sensations that, as the French say, "I had touched my last hour," I indistinctly requested to be allowed to stay on board and die there; but as the stewardess and my maid took a different view of the situation, and insisted upon forcing my hat and cloak on my whirling head and limp body, I at length succeeded in staggering on deck, and off the assured boat. I was then well shaken up for two or three hours in the Irish mail, and later, after crawling along a slow loop-line for three hours more, was at length landed, battered, fired, dust-blacked and quailed, at the little roadside station of Tyndagh. Dinah and I were the only passengers who alighted. The train snorted its slow way onward, and I was left gazing at the glorious sunset lighting the grim, sentinel-like hills that guarded the little village in the hollow.

I looked round in search of my promised escort, but the only vehicles I saw were a tiny two-wheeled tub-like conveyance, the like of which I had never seen before, drawn by a small bay pony, standing by whose head was the very smallest boy in buttons that had ever been my lot to behold; not content with the pony, his right hand was grasping the reins attached to the head of a rawboned, rakish-looking horse, which in its turn was attached to something on two wheels, that looked more like two long butcher's tongs—with a double seat running down the middle—than any other thing on earth.

Dinah stood staring silently by my side; she will never see fifty again, and is a little self-opinionated. Suddenly, apparently from some unseen entrance, I perceived a lady hurrying towards me, and in a moment we were in each other's arms, for it was Clare. "Dear old 'Trix," she was saying in her sweet ringing voice, "I thought it safer after all to come myself. Now, Phelim" (to a strong, wooden-looking young man), "help Patay up with the luggage, and place Miss Griggs (with a sweet smile to Dinah) comfortably on the car.

"No, ma'am, no, Miss Clare—" decisively spoke Dinah, "by the 'car' you mean that tray on wheels, I would rather walk through this idolatrous country, every step of the way, until I get to your good uncle's house, than would trust the bones of Dinah Griggs on that heathenish conveyance."

Clare tried not to smile, but then answered seriously: "Very well, Dinah, you shall come with Miss Trissie and myself in the tub, and Dan shall go in the car with Phelim."

"'Got 'Trix and will trot home as quickly as we can."

For nearly an hour we went merrily on, my headache disappearing as if by magic in the sweet, soft air. What a peaceful scene it was, and yet homesteads and the fertile land were wasting, because of the demon of greed and misrule, stalking rampant in their midst!

Something of these thoughts I told to Clare, as we neared "Corbally."

"Yes," she said, "it is more than sad, and poor Uncle Fergus always maintains—"

"Why there he is, blessed him!" With a jerk we stopped, as we pulled up before a long, low, grey, stone house, which had basihly hidden its original face under a veil of clematis flowers and clinging ivy. There in the old-world porch, set as in a picture-frame, shaded by the drooping ivy leaves, I saw a stately, grey-haired man whose stern face lit up as he stepped forward, and in one of the most musical voices I have ever heard, said, as he clasped my hands in his, "Welcome. To Corbally, my dear, for your own sake, as well as for the sake of my little tyke here, and he lovingly pinched Clare's ear. Then I followed my host, and with little Clare's hand in mine we entered the house. It was a very old house, and everything about it had the lovely shabbiness of age, and long and careful wear. Little thick-walled rooms, dark and cool, with flowers and flower scents lying in wait for you everywhere. Some houses strike one with a feeling of rest; others the reverse; this was a silent, fragrant home. To me who had snorting locomotives racing through my head for so many hours, this dumb sweetness seemed like heaven. I was dimly conscious of a warm welcome from Lady McGrath—a dear old lady whose pink and white complexion any girl might envy, and whose little silver side curls made a perfect setting to her sweet face.

"And now that we have secured you, we do not mean to let you go in a hurry. Take her away Clare. Tea shall be sent up, you will have a little rest, then dinner, and a long night's sleep."

"Two hours later I was laying down my head upon soft and snow-white pillows, saying to myself that this delicious sensation of utter drowsy repose, of soft darkness, and restful quiet, was worth all the anguish I had suffered on that never-to-be-forgotten boat; and then came sweet oblivion."

I think the best and quickest way of ingratiating one's self into the good books of the heads of a household—the master's especially—is a punctual and regular attendance at breakfast and family prayers. A man feels slighted if his family does not seem to appreciate him as chaplain!

I don't know whether Carroll, O'Callaghan's ideas on the subject were the same as mine, but this morning I heard Sir Fergus's remark, after a hearty good morning to me, "Why, Carroll, my boy, this is something quite new—down in time for prayers" and O'Brien as well! Tut! Tut!

Then soon after began the pleasant cheerful meal. Presently, Clare remarked: "Well, I can't say you look much rested, 'Trixie—you look infinitely more fatigued than when I left you last night."

"Do I?" I said, rather faintly.

"I am afraid you did not sleep well?" suggested Lady McGrath kindly, and with a little anxious air, as if a slight to her luxurious room was implied by my wakefulness. "Some people never can sleep the first night in a strange bed, and I stupidly forgot to ask whether you like the feather bed or mattress on the top?"

"Yes, I did sleep," I answered gloomily, "I wish to heaven I had not."

"With to heaven you had not," repeated Sir Fergus and Clare in one breath, while Lady McGrath had a shot at me, as I

McGrath, with an astonished gasp, asked, "My dear child, for what other purpose did you go to bed?"

"I—I had bad dreams," I said, shuddering—then taking her hands in mine, cried, "Dear Lady McGrath, dear Sir Fergus, do not think me quite mad—but could we all go away from this house—now, to-day?"

"What on earth do you mean?" asked Clare. "You want us all to go away from here, any where so that we are away? Why, not twenty-four hours ago you were charmed with everything, and promised to stay for an infinite time."

"Sir Fergus, may I speak to you in the library after breakfast?" I said, nervously. "Certainly, my dear, now make a good breakfast, that will help chase the hobgoblin of your dream away." Then turning to Carroll, Sir Fergus remarked, "We must keep a sharp lookout, my boy. I have had another official letter this morning our talk to Clare, or her aunt, I do not want to harass their tender hearts. I never told them all of my silly fancies. I know I can rely on you to do this."

"I will do my best, Sir Fergus," I replied sadly, "but if you would take the warning."

"There, run away, my dear; Clare will be wondering what has befallen you." The moment I quitted the library I was joined by Clare, who was dancing with impatience.

"Oh, 'Trixie, 'Trixie, how long at time you have been gossiping with Uncle 'Auntie'—I am sure, scold her well; and now come along, or we shall not be out before luncheon. Which shall we do, go on the lake (you need not be afraid to trust your precious self to me in the canoe), or shall we drive to Tyndagh?"

"The lake for me, Clare darling, and don't drown me if you can help it."

"I am so glad the lake is your choice. I love its blue depths. Come and you shall hear the bells of the Nantysillian Church—the drowned church of a thousand years ago;

you shall listen to the sweet music of the bells, as it comes whispering up with the south wind."

"Oh! Clare, Clare, when will you leave off being a child, and forget your fairy tales?"

"Never," said Clare, stoutly. Alas, how quickly the beautiful summer afternoon passed away; not one cloud marred the blue sky—it had been a perfect day. The happyestival evening passed too soon.

Primitive hours were kept at Corbally, and with many hearty "goodnights," and a hand shake that spoke volumes from Sir Fergus, I retired.

"What a perfect day this has been, you dear old 'Trix," said sweet Clare, as she lingered for a few last words before leaving for her own room, which was a little down the corridor. "Tomorrow Carroll will take us for a drive right through the heart of Durung Craig. Now, pleasant dreams. I can see you are almost dead from want of sleep. I shall come in early in the morning."

I had fancied it would be utterly impossible to sleep although I was conscious of feeling drowsy, and good old Griggs, as she tucked me up, declared she never "felt so sleepy in her life—it must be the hair! Miss 'Trix."

Very soon I was deep in a sweet untroubled sleep. How long I had been so, I do not know, when in a moment I was wide awake and sitting up in bed, with the most terrible shriek ringing through my head.

In a moment I remembered my dream. Throwing my gown round me, I hurried from my room, just as Clare, like a white spectre, flew down the corridor. I followed down the shallow steps, where we found Carroll and the coachman; they, it appeared, had been in the long corridor all night and had heard no sound, until that terrible cry. They were now trying to force the oaken door of Sir Fergus's room, which, fastened on the inside, resisted all their efforts. "Go for help; Phelim, quick! and bring the crowbar."

Soon the united forces caused the door to yield, and we were standing in the, to me, perfectly familiar bedroom. There was the quaint bedstead, the silent heap, the lantern giving its sickly light. The dressing-room door stood open—Clare ran to it. She gave one gasping sob and fell as one smitten with death. A groan dropped from the lips of the men, and from Carroll as he lifted her tenderly and laid her on the couch, for there, lying stark and dead, with the blood staining his white night clothes, was all that was left of brave, cheery Sir Fergus. There was nothing in the room disarranged—only a mat thrown on the floor, a large cruel hand was grasping the edge, and I noticed, without any surprise, there was no thumb-stump of about an inch in length. For one moment a face appeared with a crimp mask, but on the lower part of the cheek a long deep scar shewed plainly; a moment longer and the floor was whole again. In my fancy I tried to find the opening, but no trace could I discover. I turned back the clothes; and there, sleeping the last sleep, was dear Lady McGrath, and on the pillow the message I had read in my dream!

I knew nothing more.

A long time after, when consciousness returned, I found myself in my own room, and from a gentle sniffling sound, I fancied Griggs was

"Eh! My precious lamb, are you alive once more? I feared you were gone like poor, dear Miss Clare—poor lamb—poor lamb!"

"What?" I cried, "tell me what you mean. All the answer I could get was poor Griggs' sobs, as she rocked herself backwards and forwards in her grief.

Sir Fergus did not speak, he appeared wrapped in thought.

"Tell me," I questioned, "are there rooms like that in the house?"

"You have described the situation of our rooms and each peculiarity in them, exactly,"

"And there is an opening in the floor of your dressing-room?"

"Yes, but it is a secret known only to myself; that is the strangest part of your dream. It is utterly incomprehensible; and I must beg of you, my dear Miss O'Brien, not to mention it to any person whatever."

"May I know where it leads to, Sir Fergus?" I asked nervously.

"Yes, my dear, as you know so much, I will tell you. It leads down to an old sunless well, and from that is a subterranean passage which ends on the strand just over by that low-hanging cliff there," pointing from the window as he spoke to a mass of cliff and rock about a hundred yards away. Continuing, Sir Fergus remarked, still in the half-absorbed way in which he had spoken all through, "It has been used as a way of escape in perilous times, and long ago, the smugglers brought many a keg of French brandy and Dutch Hollands into Corbally. As a boy one of my greatest delights was to listen to my grandfather's glorious stories of the old times, when man and master, tenant and landlord were one in heart, one in interest, and all for the love of the son of the old country; but that was before any of their damned—I beg your pardon, my dear, I am carried beyond myself when I think of it."

"Tell me where is Mr. Carroll—I must see him at once."

"He is in the library, Mr. 'Trix; two of the Inspectors are there, and the doctor."

"Go and tell Mr. Carroll I am coming to him there, and I wish the other gentlemen to remain."

"In a few moments, Dinah returned and my poor Clare's loved Carroll with her. What a change in him since 'yesterday' he was now haggard and grief-stricken—but as thoughtful for others as ever, his voice shook as he said:

"Miss O'Brien, I could not think of troubling you to come to the library, will you not tell me how I may do for you?"

"Mr. Carroll, I am quite strong now, and I should like the Inspectors as well to hear the strange thing I have to tell you. Please take me down."

Without another word he placed my hand within his arm, and slowly we walked to the library.

The three gentlemen looked up hastily and questioningly, as we entered the room, the doctor with a grave bow placing a chair for me.

For a moment my heart thumped so frantically I could not speak; but in a moment growing more calm, I was able to tell them my terrible dream.

"Miss O'Brien, do I understand that you told the late Sir Fergus this?"

"Yes, Inspector, here in this room; yesterday morning."

"And he recognises your description of the man?"

"Yes."

"Could you bear to come with us, and show us the spot in the dressing-room through which you saw the man descending?"

"Yes, I will show you."

"Sir Carroll, do you know anything of this secret way?" asked the second Inspector.

"I had not entered my mind before. In one instant the whole horror of the last few hours was concentrated in my brain."

"Come," I said to Carroll. Again he gravely drew my hand within his arm.

The sad little procession stopped at the door of the fatal room. We entered sadly and silently.

Side by side, covered with reverent care, were the still forms of those so dearly loved. With bowed heads we passed through. On reaching the dressing-room each man looked inquiringly at me.

"There it was—I saw Sir Fergus on the very spot on which he was found; and there I conclude, that I saw the opening in the floor, and the hand and scarred face."

Closely was the floor examined and sounded, but no trace of any opening could be found; so great, however, was the impression made by the other points in my dream that Sir Carroll remarked—

"If you will mark the spot again, I will have the floor raised."

"This time I marked the floor, with a clear chalk line."

A carpenter was sent for, and soon the work of cutting through commenced, when suddenly the "click" of a spring was heard, and almost without warning, a square trap-door flew up.

A simultaneous sound of breath caught convulsively, passed through the room.

"He went down there," I said.

Kneeling at the opening, I could see a flight of almost perpendicular steps, then darkness.

Without a word Carroll placed himself ready for the descent, when the head Inspector remarked—

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Auctions.

GOVERNMENT NOTIFICATION.

No. 511.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 2nd day of October, 1899, at 3 P.M., are published for general information.

By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Hongkong, 16th September, 1899. [1222a]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of October, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the Queen for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Acre.	Registration No.	Boundary Measurements	Annual Rent.	Upset Price.	Locality.	
					S.	E.
Mong Kok Tsui.	100.	300 ft. 100 ft. 100 ft.	300	130	0.600	

For Sale.

FOR SALE. THE STEAMLAUNCH, WINDSOR HOTEL, 1 Year Old, 35 feet Keel, 11.6 Width, 6.4 Dept. COMPOUND ENGINE. Apply to.

P. BOHM, Windsor Hotel, Hongkong, 21st September, 1899. [1225a]

FOR SALE.

HOTEL BUSINESS IN NORTHERN PORT, Long Lease at very Low Rental, Good Paying concern. Owner obliged to return to England through ill health.

For further Particulars, apply in First Instance, by Letter to

G.W.W., Office of this Paper, 14th September, 1899. [1177a]

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.) PROPERTY lately occupied by the Bowrington San Mills.

GROUND FLOOR, 52, FEEL STREET. OFFICES—1st Floor, 10, PRAYA CENTRAL (Lately occupied by Messrs. MELCHERS & CO.)

"HARFORD," MAGAZINE G.A.P. No. 4, RIPPON TERRACE. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 28th August, 1899. [1222]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to Comparative Office, E. C. HOCHAPFEL, Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H," c/o of this Office, Hongkong, 17th May, 1899. [1642a]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. Himalaya, from Persian Gulf, ex B. J. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 5th October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 29th September, 1899. [15]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARFEDON."

Captain Gid, will be despatched as above on WEDNESDAY, the 4th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th September, 1899. [1148a]

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"ARGYLL."

will be despatched for the above port and will be followed by

S.S. "JOHN SANDERSON," at Intervals.

S.S. "AFGHANISTAN," ... of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED,

Agents.

Hongkong, 7th September, 1899. [947a]

Shipping.

STEAMERS.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports, TO-MORROW, the 1st October, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th September, 1899. [1213a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA."

Captain Douglas, will be despatched for the above ports, TO-MORROW, the 1st October, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAK & Co., General Managers.

Hongkong, 30th September, 1899. [1237a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain J. G. Olifent, will be despatched for the above ports, on MONDAY, the 2nd October, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 26th September, 1899. [1225a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th September, 1899. [1149a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on TUESDAY, the 3rd October.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on TUESDAY, the 3rd October.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th September, 1899. [1146a]

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on THURSDAY, the 5th October.

For Freight or Passage, apply to W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"BENLARIG,"

Captain Krobble, will be despatched as above on SATURDAY, the 7th October.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th September, 1899. [1235a]

OOCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"

Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1216a]

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Palford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1221a]

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"ARGYLL,"

will be despatched for the above port and will be followed by

S.S. "JOHN SANDERSON," ... at Intervals.

S.S. "AFGHANISTAN," ... of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED,

</div